

Martell's
Brandies

are known and asked for
all over the World

Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central,
468

The China Mail.

ESTABLISHED 1842.

GRAND PRIZE PARIS 1889
The Highest Possible Award

Joseph
Gillott's
PENS

Of Highest Quality, & Writing Smooth
Durability, and Cheapest
The only Award (Chicago, 1893)

No. 12,970.

號二廿月十年四零百九千一英

HONGKONG, SATURDAY, OCTOBER 22, 1904.

日四十月九年辰甲

PRICE, \$3.00 Per Month.

CHRISTMAS AND NEW YEAR GIFTS FOR HOME FRIENDS.

MACEWEN FRICKEL & CO.,

Undertake to Deliver Gifts, etc.
(From of Charge to Consignee) in any
part of the World.

LATEST SHIPPING DATES.
To England ... Nov. 8th
To France ... Nov. 15th
To Germany ... Nov. 16th
To Italy ... Nov. 16th
To United States via San Francisco ... Nov. 8th
To United States via Panama Canal ... Nov. 10th
To India ... Nov. 10th
To South Africa ... Oct. 21st
To Australia ... Oct. 21st
To Canada ... Nov. 8th

CHINA PARCEL EXPRESS.
Office: 3, DUNDRELL STREET,
Hongkong, October 7, 1904. 1815

Intimations.

STEAMSHIP
'BARON GORDON'

ASHORE ON THE BOMBAY SHOAL.

TENDERS will be received at the Office
of the Undersigned up to Noon on
THURSDAY, 27th October, for

(1) Salvage of all Gear and Materials on
the basis of percentage of the value re-
covered. No Care No Pay.
(2) Purchase of the vessel as she lies on
the Bombay Shoal.
The Undersigned do not bind themselves
except the highest or any tender.

CHILMAN & CO.,
Lloyd Agents,
Hongkong, October 21, 1904. 1894

VICTORIA RECREATION CLUB.

WANTED

FROM 1st November, a EUROPEAN
STEWARDS for the above Club.
Salary to commence \$120.00 per month.
Applications in Writing, accompanied by
R. references, to be addressed to the Under-
signed.

HAROLD C. AUSTEN,
Hon. Secretary,
Hongkong, October 21, 1904. 1892

NOTICE

THE SOUTH CHINA TRADING
COMPANY have this Day Started
Business as IMPORT, EXPORT AND
GENERAL COMMISSION AGENTS at
No. 18, BANK BUILDINGS, FIRST FLOOR.

Hongkong, October 21, 1904. 1891

NOTICE OF REMOVAL.

MESSES DEACON, LOOKER & DEACON
have REMOVED their Offices to
PRINCE'S BUILDING (First Floor),
No. 1, Des Voeux Road.

Hongkong, October 17, 1904. 1896

WANTED.

EFFICIENT SHORTHAND WRITER
(Male or Female) with some know-
ledge of Mercantile Business.
Apply, stating Salary, to
A. B.,
Care of 'CHINA MAIL' Office,
Hongkong, October 17, 1904. 1897

WANTED.

A BUILDING Suitable for BOARDING
HOUSE, must be Close to T. M. way,
and Ventilation Good.
Apply to
'G. F.,'
Care of 'CHINA MAIL' Office,
Hongkong, October 14, 1904. 1855

NOTICE

QUALIFIED LAND SURVEYOR Well
Furnished with Field and Office
Instruments, seeks Temporary Employ-
ment by month or Contract.
'SURVEYOR,'
Care of 'CHINA MAIL' Office,
Hongkong, October 10, 1904. 1791

THE POPULAR SCOTCH IS BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H.M. THE KING
and
H.M. THE PRINCE OF WALES

Supplied at all the leading Clubs and
Hotels, and to be obtained from LANE,
CRAWFORD & CO., Queen's Road,
Central.

Business Notices.

W. S. BAILEY & CO.

SHIPBUILDERS, ENGINEERS,
BOILERMAKERS BRASS & IRON FOUNDERS.

REPAIRS PROMPTLY ATTENDED TO.

COAST AND RIVER STEAMERS, WATER BOATS,
LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS KOWLOON BAY.

OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PUMPS, PACKINGS, GENERAL STORES AND
ENGINEERS' TOOLS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,383 tons, Captain R. D. Thomas.
s.s. FOWAN, 2,383 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,383 tons, Captain W. A. Valentine.
s.s. HANKOW, 2,383 tons, Captain B. Branch.
s.s. KINSHAW, 2,383 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 8.30 p.m.
and 10 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday Excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.
s.s. HEUNGSHAN, 1,988 tons, Captain H. D. Jones.

Departures from Hongkong to Macao on week days at 2 p.m.
Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. & M. S. CO. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE LINDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
s.s. SALAM, 588 tons, Captain J. Wilcox.
s.s. NANNING, 588 tons, Captain C. Dechart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the:-

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18, Bank Buildings, Queen's Road Central, opp. site the Hongkong Hotel
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

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Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPS

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.

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Business Notices.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In sacks of 375 lbs net, \$5.00 per ton, ex Factory.

In bags of 250 lbs net, \$3.20 per ton, ex Factory.

FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware Tiles and Fittings, Glazed

Paving Bricks and Tiles, Bricks and Fire Clay

FIRE CLAY WORKS—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FINEST

BLACKBERRY BRANDY

Price per Doz. Qts., \$11.00

" " Bottle, 1.00

LANE, CRAWFORD & CO.

Hongkong, September 1, 1904.

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(SHEWAN TOMES & CO., LTD., HONGKONG.)

A. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

ACHEE & CO

利廣

No. 17,

QUEEN'S ROAD,

HONGKONG.

Furniture

Dealers.

DRAWING-ROOM,

DINING-ROOM,

and BEDROOM

FURNITURE

ELECTRO-PLATED,

GLASS and

CHINA WARES.

PASTEUR'S MICROBE-

ROOF FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH

COUNTERPANS,

COOKING RANGES,

KITCHEN UTENSILS,

and HOUSEHOLD

REQUISITES.

WM. POWELL,

LIMITED.

HOURS, 8.30 a.m. to 6 p.m.

SEASON 1904-5.

NEW GOODS

Constantly Arriving.

LADIES' DEPT.,

ALEXANDRA

BUILDINGS.

Silk and Satin Ribbons, Rich

Trimnings, Dainty Motifs, Plain

and Fancy Dress Materials,

Trimmed and Untrimmed Felt

and Straw Hats, Lace Fichus and

Scarves, Vivella Flannels, F. l. w. ers

and Follage, Wigs and Quills,

Fancy Chiffons, Silks and Gauses,

Smart Winter Jackets.

FURNISHING

DEPARTMENT:

Madras Curtain Muslin, Print-

ed Satens, New Cretonnes, Hem-

med Linen Pillow Cases and Table

Cloths, Linen Huckerback Towels,

Tea-cloth Tray Cloths and

Doyleys. Splendid Selection of

Damask Napkins and Table

Cloths, Carpets and Carpet

Squares, Rugs, in all makes and

sizes, etc., etc.

GENT'S DEPT.,

28, Queen's Road

HOURS, 8.30 a.m. to 6 p.m.

Black Felt Bowler Hats, Straw

Hats, Tweed 'Kangaroo' Hats, a

Large Selection of Motor Caps,

Shirts and Collars, Walking

Shirts, Flannel Pyjamas, Fine

Selection of Travelling Rugs,

Water Underwear, etc., etc.

TRADE MARK.



TELEPHONE No. 135.

THREE PLACED WHISKIES:

1st—KING EDWARD VII.

VERY OLD LIQUEUR

Gold Label\$22.00

2nd—KING EDWARD VII.

LIQUEUR

White Label... ..\$16.50

A Good 3rd—

'CLUB' \$15.00

A Whisky that is perfect with 'TAN-

SAN' Water.

SOLE AGENTS:

H. PRICE & CO.,

458, 12, Queen's Road Central.

MEMOS. FOR MONDAY.

Auction.

9.30 p.m.—Auction of Autumn & Winter

Suits Lengths & Coatings, etc., at

Mr. Geo. P. Lammett's Sales Rooms.

Amusements.

9 p.m.—Performance at City Hall.

General Memoranda.

TUESDAY, October 25—

9.30 p.m.—Auction of Japanese Curios,

etc., at Mr. V. I. Remedios' Sales

Rooms.

Goods per Maria Valerie undelivered

after this date subject to rent.

WEDNESDAY, October 26—

9.30 p.m.—Auction of Cloisonnes and

Sateina Ware, etc., at Mr. Geo. P.

Lammett's Sales Rooms.

THURSDAY, October 27—

9 a.m.—Military Gun Practice.

FRIDAY, October 28—

5.30 p.m.—Meeting of Eothen Mark

Lodge.

Goods per Sima not cleared at 4 p.m.

on this date subject to rent.

SUNDAY, October 30—

Goods per Typhons undelivered after

this date subject to rent.

MONDAY, October 31—

9 p.m.—Auction of Crown Land at the

Public Works Department's Offices.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

We beg to notify our Customers and the

Public Generally that we have now

REMOVED our Large and Selected Stock

of WINES and SPIRITS in Wood and

Bottle to the Collarage occupying the

whole of the Space under ALEXANDRA

BUILDINGS; and have now the

LARGEST and BEST STOCKED WINE VAULTS

IN THE COLONY.

We are in a better position than ever

before to meet our Customers' require-

ments. Casks of Sherry, Hogsheads of

Whisky and Brandy, Pipes of Port, and

Bottled Wines Maturing in Bins or packed

in cases ready for export may be seen in

every direction as far as the eye can reach.

Our Wine Vaults are well worth a visit,

and we cordially invite any of our cus-

tomers to come and judge for themselves.

A. S. WATSON & Co., Limited.

WINE AND SPIRIT MERCHANTS,

AND BRATED WATER MANU-

FACTURERS, &c., &c.

DEATH.

STEELE—On the 21st October, at his residence, Bombay, Bunder Hill, Mr. DEWENDRAJI (DEWENDRAJI STEEL) (Partner, Messrs Curajee Ramjee & Co., of Bombay, and Mr. Curajee Ramjee & Co., of Hongkong and China), beloved father of Mr. Soraljee Dhanjeebhai Steele, of Hongkong. Aged 62. Deeply regretted. (By telegram.)

NOTICE TO CORRESPONDENTS.

All business communications for this office should be addressed to THE MANAGER.

Communications intended for publication should be addressed to THE EDITOR, and not to any person by name.

We cannot undertake to return rejected communications.

Any communication not accompanied by the signature of the writer will be rejected without consideration.

All communications must be legibly written upon one side of the paper.

Telephone, No. 22.

The China Mail.

HONGKONG, SATURDAY, OCTOBER 22, 1904.

EDITORIAL COMMENT.

THE Home that stump orator WORKING MAN'S or who so glibly talks WISDOM.

of the country going to the dogs because it is not run by the labouring classes has

done a fine stroke of business for his fellow men by his continuous agitation for the Workmen's Compensation Act;

and for legislation in other directions that directly interferes with the economic law of supply and demand. The Work-

men's Compensation Act has been passed into law and what do we find? We

discover that it is going to do more damage to the working man and his

family than even the introduction of 'apprentices' and 'improvers' was ever

calculated by these very orators to do. For years the working man has stren-

uously opposed the introduction of 'improvers' into shops on the ground that

owing to their labour being cheap they would eventually out the skilled jour-

neyman from his proper place. Not only did this fancied encroachment of the

'improver' jeopardise the living of the grown up toilers but it also jeopardised

the standard of work. The old hands saw good handicraft and high-class pro-

duction going into the limbo of the past. But such a thing did not occur. Being,

however, unhappy unless agitating for something the working man hit upon the

new idea of 'squeezing' the capitalist for compensation when injured. We

hold that if a working man is injured under certain circumstances whilst

following his occupation his employer should do something for him. Most of

them do; but now the working men are beginning to wonder whether, after all,

they were not better off before the act they strived for was passed. The effect

it is having is to throw elderly men out of work and to replace them by younger

ones. Employers, having to com-

pensate, want robust employers who are not likely to get sick or suffer long from

injury. Men over forty-five are more liable to get ill than young ones and

generally take longer to recover from any illness. Consequently they are not wanted.

Whilst the labour market is crowded the supply of young men can always

meet the demand for them and the older ones will fall out. Friendly

societies are particularly feeling the stress, for when men are thrown out of

work on account of illness the employers will not allow them to start

again until they are thoroughly recovered. Hitherto a man has gone back to

work as soon as he has felt capable irrespective of whether he was actually

recovered or not. Now he cannot do that and he is compelled to draw more

upon the funds of the friendly societies. They are, in consequence beginning to

lift their voices, and it will not be surprising if they do not, before long,

ask the Legislature to take a hand in adjusting matters. So far the trades

unions have kept silent about the matter. They feel themselves tied up

after having cried out for the legislation so strenuously, and they will soon be at their wits' ends if many more employers

follow the example of one colliery employer who recently ordered the

under-managers to get rid of all men over forty-five years of age. The whole thing seems like cutting a stick with which to beat one's own back. Not content with a fair thing the unions

pegged away until they got more. The only thing they have now got more than they bargained for. How the

problem will work out cannot at present be said, but if men over forty-

five are going to be thrown out of work

in large numbers, it is not likely that the working men will be taught a lesson

which will be of value to them in the future. Like the labourers of Australia

they blindly act until they eventually kill the goose that lays the golden egg

upon which they feed. The worst feature of the whole thing is that the

innocent women and children are made to suffer for the folly of their husbands,

sons, and brothers.

THE CHINESE control of the railway AND THE CANTON more determined as far RAILWAY.

as the Canton papers indicate. The Canton

merchants and gentry have sent a com-

mission to examine into the condition of the new line. The commission re-

ported that the line from Fatsan to Samsui was made of poor materials

and inferior work. On the level it is raised only about six or seven feet above

the field; the sleepers are about a Chinese foot apart; the rails are so laid

that the train rocks and sways. Much is wanting if stability is aimed at. All

this has resulted from the expenditure of insufficient capital. The line from

Canton to Fatsan earns about \$1200 per diem, and the other part about

\$400. In this way, it will be seen, the returns for the capital invested

is large. Are the Chinese, it is asked, pleased to let all this go out of friend-

liness to the European? Therefore, there have been frequent gatherings

and debates, and all the Shin Tongs throughout the province are up in arms,

and have sent forth competent persons to examine on the spot what the people

are saying. These all report that the Chinese can secure the control of the

railway, and that the raising of the necessary capital, though it will amount to

several millions, will not be difficult. 'We need not regard the annulling of

the original contract as matter of distressing importance,' says one pa-

per. 'More recently the Chinese direc-

tors, having been consulted, report that telegraphic orders have been received to

stop the work, and to repay all the capital. If, therefore, the Chinese mer-

chants are able to finance the matter the contract shall be broken, the money

repaid and people's mouths stopped.' The article concludes with the complaint

that the directors have not always met the claims on them at the appointed time,

and the paper is angry, moreover, because the debentures, at a premium, are being

sold to the Belgians. On the whole things appear mixed if the native press

in approximately reliable.

LOCAL AND COAST NEWS.

Mr S. B. C. Ross has been appointed Director of the Widows and Orphans Pension Fund, with effect from November 27, 1903.

Fleet Paymaster A. Wilson, R. N., has been appointed a member of the committee for the Wongneichong and Queen's Recreation Grounds, vice Surgeon W. L. Martin, R. N.

The naval storeship *Humber* arrived in port from Weihaiwei this morning, and returns to the north again shortly, so that the fleet will evidently remain in the vicinity for some time longer.

The Wyndham Street Affair.

Thacker Sing, the Indian who attacked constable Ryan on the 20th instant, was charged at the Magistrate's this morning, before Mr. J. H. Kemp, with wilfully and maliciously inflicting grievous bodily harm with a deadly weapon. Mr. H. K. Holmes appeared for the accused and applied for a further remand, which was granted.

Gun Practice.

Gun practice will be carried out on October 25, 27, and 28 from the northern end of a ridge to the East of Smugglers' Pass in a North-westerly direction, towards Taimoshan, commencing at 9 a.m.; on October 26 at 6.30 a.m. and on October 29 at 3 p.m. from a position on the northern shore of Stonecutters' Island in a West-north-westerly direction at Targets placed on the slopes of Chungshue at a range of about 3,500 yards and also at anchored barrels.

October 26 at Stonecutters' in a West-north-westerly direction at ranges from 600 to 4,000 yards; on October 31 from Lyceum in the direction of the entrance to Junk Bay, 600 to 4,000 yards, and towards targets on High Junk Peak, 9 a.m. to 12 noon.

LOCAL AND COAST NEWS.

Messrs Benjamin, Kelly and Potts kindly inform us that they have been advised by wire that the Haub crushing for the past four weeks yielded 515 ounces of gold from 3100 tons of ore treated.

H.M.S. *Glory*, flagship of Vice-Admiral Sir Gerard Noel, and the first class cruiser *Orizy*, which arrived in port yesterday, proceeded to Singapore about the 28th instant.

On arrival at that port a conference is to be held between Sir Gerard Noel, Vice-Admiral Fanehaw, Commander-in-Chief of the Australian Squadron, and the Admiral in charge of the East India Station. A similar conference took place last year and it is believed is to be held annually.

Sunday Evening Lecture.

The Rev T. W. Pearce will lecture to men on 'Christian Faith and Modern Doubt,' at the Young Men's Christian Association rooms to-morrow evening at 9 p.m.

Tramway Offences.

Every person committing an offence against any of the rules published in the *Government Gazette*, in connection with the Tramway, is liable to a fine of \$10 for each offence.

Zone Time.

It is notified in the *Government Gazette* that on and after October 30, 1904, the time of 120 degrees East Longitude will be adopted in the Colony. Local time will, therefore, be advanced 26 minutes 18 seconds.

Hongkong Christian Union.

The usual devotional meeting will be held on Monday afternoon at 5.15 in the Lecture room of the European Y.M.C.A., Alexandra Buildings, and will be conducted by the Rev E. J. Barnett. All are cordially invited.

Empress of Germany's Birthday.

To-day is the 46th anniversary of the Empress of Germany's birthday, and in honour of the occasion the war ships in port dressed ship. It is not customary for any special display to be made on this occasion and the only festivity, amongst the German community, was the reception of a few friends on board of the *Hansa* by the German Admiral.

League Cricket.

The Army Ordnance Recreation Club defeated the 23rd Co. R. G. A. yesterday by 10 runs. The scores were—A.O.R.C. 64 (Skinner 17 and McGibbon 14), 33rd Co. 48 (Crafs 14 and Rivers 7). Crawford, for the A.O.R.C., took 5 wickets and Edwards captured four, while Crafs (4), Crump (2), Woods (3) and Longbottom (1) took the wickets for the R. G. A. Webb, as wicket-keeper, played well.

Band Performance.

The following is the programme of music to be performed by the Band of the 23rd Burma Infantry on the Parade Ground, on Monday next, the 24th October, from 4.30 to 6 p.m.:—

March.....'Romance'.....Gounod

Overture.....'La Reine d'Our'.....Adam

Selection.....'The Ordeal'.....Ivan Caryll

Morceau.....'Salut d'Amour'.....Elgar

Selection.....'Three Little Maids'.....Rubens

Valz.....'Parfums d'Hiver'.....Bergon

GOD SAVE THE KING.

Petroleum on Ships.

The following addition to Rule 2 of the Rules and Regulations regarding the Importation

BY TELEGRAPH.

[REUTERS SERVICE.]

THE TIBET EXPEDITION.

London, October 20.
The India Office denies that the occupation of the Chumbi valley will continue for 75 years.

Reuter's correspondent at Phariang, writing on the 17th inst., says, that the last column of the Tibet force, with the Head Quarters, are somewhere there; the drift having obliterated the roads. Two men have died from exposure.

Reuter's Agency understands that it was settled, at Lhasa, that the Tibetans should pay an indemnity at the rate of a lakh a year, and although it was pointed out that the occupation of the Chumbi valley under the treaty was to continue until the indemnity was paid, yesterday's demand apparently implies that the home Government has not confirmed this arrangement. It was also agreed at Lhasa that the representative of Great Britain at Gyantse should have the right of going to Lhasa to settle any questions requiring his presence there.

CRICKET.

Interpret Practice.

A match that will have considerable bearing on the selection of the players to represent Hongkong in the Interpret Cricket matches commenced on the cricket ground shortly after noon today. The game was between a team of eleven players, under H. Hancock, and sixteen players under F. Maitland.

Burnie and Bailey opened the batting for Maitland's XVI, and Walter Dixon and J. Atry were the opposing bowlers. The batsmen got to work early with singles and carried the score to 21. Then Atry, who was keeping a good length with his deliveries, sent down a soft well-pitched ball. Bailey played it lightly and lifted it in Smith's hands, who held it safe. Bailey had made 13, and one wicket was down for 21. A Mackenzie took the vacant crease, but did not stay long. After playing three balls he was out, caught by H. Hancock at the wicket. Mackenzie was the next man in, and at the end of the over a change of bowling took place. R. E. O. Bird replacing W. Dixon at the Eastern end.

Dixon had bowled three overs for 13 runs. Atry at this stage had bowled 3 overs for 10 runs and had taken 2 wickets. He was sending down well-pitched medium paced balls, and he varied at times by bowling slow but accurate deliveries. Bird opened fast but erratic and Mackenzie played him carefully. Burnie got a couple by loose fielding on the part of Major Chichester. The first ball in Bird's next over resulted in Mackenzie retiring. The ball was low, and Mackenzie played well down, but it lifted and went to short leg, where Pearce brought off a nice catch, for 23.

Lang joined Burnie at the wicket and opened by cutting Bird away to the pavilion for four. He played the same stroke the next ball, but just touched it and away it went towards the boundary. Smith fielded it well, and returned smartly, a single being scored. Burnie then got another boundary hit. The first ball in Bird's next over brought about the downfall of Lang, for he was clean bowled. 4 for 38. Bird had taken two wickets for 10 runs, out of 13 balls. Engineer Lieutenant de Paris followed and began to hit out. He scored fast but played many poor strokes, the ball going high almost every time. Burnie on the other hand was playing very safe cricket and placed his strokes excellently.

The fielding of the Hancock's XI was on the whole very good, and Ward by a sharp return put de Paris in danger. However, de Paris got back to his crease in time. Shortly afterwards J. T. Dixon went on to bowl in place of Atry, whose two wickets had cost 20 runs. Then de Paris cut Dixon for 4 and the next ball he also cut. It went fairly high and whizzed along towards the fence. Ward rushed up and made a good attempt to catch it, but he could only just reach the ball with one hand and he failed to hold it. It was a good attempt at a difficult chance. Burnie's score of 26 was passed by de Paris, who was playing a lucky innings. A fast ball from Bird, whose bowling had improved, hit Burnie on the pad and away it went. Pearce picked up and returned quickly to Bird, who was taken unaware and the ball went to the boundary. Dixon was taken off and Pearce took his place. He placed three men in the field, but Burnie kept his strokes down and got a single. De Paris fell a victim to Pearce, for he lifted one to Walter Dixon and the chance was accepted. The pair had got on 64 runs, out of which de Paris had made 34, Burnie supplying the other 17. F. Maitland was the next man.

Burnie was driving well and scored several fours with straight hits; Maitland on one occasion fielded one from Burnie with his bat. Bird, however, with a beautifully delivered ball got Burnie's wicket, clean bowling him, 6 for 98. Bird had taken three wickets for 35 runs. Lowe then went in and played steadily with Maitland for a while. Maitland was hitting very hard, but good fielding saved many a run. He brought the first century in sight by getting Bird away for 3. Then Lowe was tempted to play one from Pearce which he lifted into the slips, and Atry held it, 7 for 102. Capt. Harris took Lowe's place, but after one ball had been sent down, the tiffin adjournment was called.

The score then was:—

Maitland's XVI.	
C. M. G. Burnie, b Bird	31
H. D. C. Bailey, c Smith, b Atry	13
A. Mackenzie, c Hancock, b Atry	0
A. H. Mackie, c Pearce, b Bird	0
A. O. Lang, b Bird	0
De Paris, c W. Dixon, b Pearce	34
R. Lowe, c Atry, b Pearce	3
Capt. Harris, not out	0
F. Maitland, not out	0
Sundries	7

Seven wickets for

Mr. J. Pierpont Morgan to Retire.
Mr. J. Pierpont Morgan, who is now in the 68th year of his age, is arranging to retire from active business by the end of the present year. Mr. Morgan's fortune is estimated at \$20,000,000. His son (born in 1867) succeeds him in the control of the business.

THE V.R.O. REGATTA.

Crews Picked.

Yesterday afternoon at the V.R.O., Kowloon, the crews for the forthcoming regatta were selected.

They are as follows:—

CHAIRMAN'S CHALLENGE CUP.

E. Harbet (Capt.), L. E. Lammeret, H. Rapp, J. P. Jordan, F. Lammeret (cox).
A. E. Alves (Capt.), S. M. Gidley, A. Loureiro, A. V. Barros, C. M. S. Alves (cox).
E. A. Hanes (Capt.), F. M. Raza Pereira, H. A. Lammeret, N. H. Alves, S. A. Seth (cox).
L. A. Musso (Capt.), J. D. M. Cameron, R. W. Pearson, A. J. V. Ribeiro, R. C. Witchell (cox).

SENIOR FOUR.

F. Harbet (Capt.), L. E. Lammeret, S. M. Gidley, H. Rapp, S. A. Seth (cox).
C. E. A. Hanes (Capt.), H. A. Lammeret, F. M. Raza Pereira, J. P. Jordan, C. Humphreys (cox).
L. A. Musso (Capt.), R. W. Pearson, J. D. M. Cameron, A. Loureiro, F. Lammeret (cox).
A. E. Alves (Capt.), A. V. Barros, A. J. V. Ribeiro, N. H. Alves, C. M. S. Alves (cox).

PARADE CUP.

H. A. Seth (Capt.), J. J. Watson, H. M. Bain, F. Loureiro, F. Lammeret (cox).
W. T. Andrews (Capt.), W. F. Thompson, G. Cunningham, J. C. Remington, R. C. Witchell (cox).
J. H. Seth (Capt.), H. W. Sayer, C. J. Cooke, G. G. Catchick, S. A. Seth (cox).
C. B. Macdonald (Capt.), J. Cruickshank, J. Cronin, F. E. de Silva, J. P. Jordan (cox).

W. G. Goggin (Capt.), H. S. Bevan, O. R. Chinnett, J. M. Raza Pereira, E. Harbet (cox).

LUZITANO CUP.

H. A. Seth (Capt.), E. F. Aucott, G. Cunningham, H. M. Bain, E. Harbet (cox).
G. B. Macdonald (Capt.), O. R. Chinnett, F. C. Remington, J. M. Raza Pereira, F. Humphreys (cox).
W. G. Goggin (Capt.), H. S. Bevan, J. Cruickshank, F. Loureiro, J. P. Jordan (cox).
J. H. Seth (Capt.), H. W. Sayer, C. J. Cooke, G. G. Catchick, S. A. Seth (cox).
W. T. Andrews (Capt.), W. F. Thompson, F. E. de Silva, J. Cronin, R. C. Witchell (cox).

CHINESE CUP.

G. B. Macdonald (Capt.), J. J. Watson, H. M. Bain, F. E. de Silva, J. P. Jordan (cox).
H. A. Seth (Capt.), J. Cruickshank, J. Cronin, F. Loureiro, R. C. Witchell (cox).
W. G. Goggin (Capt.), H. S. Bevan, O. R. Chinnett, F. M. Raza Pereira, E. Harbet (cox).
J. H. Seth (Capt.), H. W. Sayer, C. J. Cooke, G. G. Catchick, S. A. Seth (cox).
W. T. Andrews (Capt.), G. Cunningham, W. F. Thompson, C. B. Hayward, F. Lammeret (cox).

BAZAAR ON THE PARADE GROUND.

A Successful Entertainment.

The Volunteer Parade Ground was on the afternoon, the occasion being a bazaar in aid of the Ministering Children's League. The ground, which had been kindly lent for the occasion presented a truly pretty appearance in spite of the dull weather, having been completely transformed from its usual somewhat stiff appearance into a garden of entertainment by the judicious use of flags and greenery. Notwithstanding the clouds and occasional sprinkles of rain, residents having in mind the charitable purpose were not to be daunted and by 3 o'clock the promoters had the satisfaction of seeing a large number of people present. Ladies and children predominated and the latter enjoyed themselves to the utmost at the numerous side shows, and induced their elders to make many purchases for them from amongst the dainty things that were on offer at the different stalls.

At 3 o'clock an entertainment was given in an improvised theatre constructed round the matchless stage, and was largely patronised. Those who contributed were Messrs W. Robertson, A. Martin and H. Stewart, 'The Three Pipers'; Miss Jessie Lowe, 'Sarah Jane's Tea Party'; Messrs B. Kennett, M. Stewart, E. Parker and G. Hume, dance; Miss E. Packham and Master Logan 'Jack and Jill'; Misses L. Mieres, M. Wilson, T. Gray and P. Newton, 'Hush-a-bye-Baby'; and Miss Cissy Lowe and Master A. Martin, 'Where are you going, my pretty maid?'.
At 4 o'clock Captain H. W. Smith, A. D. C. and Miss Berkeley contributed a laughable farce entitled 'A Pair of Lunatics'; and later in the evening Mr. Hastings, Mr. H. Bird and the Misses K. and A. Berkeley rendered a tragic production 'The Fatal Pin'. During the afternoon His Excellency Sir Matthew Nathan, paid a visit to the bazaar and witnessed the entertainments.

The stall holders were most energetic and were rewarded by a very substantial turnover. Mrs May was the moving spirit of the afternoon and was everywhere attending to everyone's wants.
The children enjoyed the toboggan slide and the 'Punch an Judy' show to the utmost and in fact everyone appeared to combine to make the afternoon a success.

The stall holders were:—No. 1 (fancy stall) Mrs Badley and Mrs Johnson, assisted by Misses Berkeley, May, Hume, Crocker, Hinds, and Woodward; No. 2 (fancy stall) Miss Griffin and Miss Stihwell, assisted by Misses M. Hume, Playfair, Fuchs, A. Rogge; No. 3, Mrs Birdie and Mrs Moore, assisted by Misses E. Parker, G. Hume, L. Presley, G. Brittle, P. Moore, and L. Owen; No. 4, Mrs Davis and Mrs Crocker, assisted by Misses M. Rogge, D. Baker, F. Standage, W. Edwards, and L. Weave; No. 5, Mrs Hurley and Miss Vanstone, assisted by Misses Ward, Macdonald and R. Bradley; No. 6, Miss M. Loureiro, Miss May, Misses W. and M. Loureiro; No. 7 (candy stall) Miss Loureiro and Miss Seth; No. 8 (dolls stall) Mrs Barker and Miss Barker; Mrs Bateson and Miss Wallace; No. 9 (ice cream stall) Mrs Koch, Mrs Britten and Miss Blair; refreshments, Mrs Danby, Mrs Bateson, Wright, the Misses Berkeley, Miss Barnes-Lawrence, Miss Rous, the Misses Rogers, Miss D. Ed., Mrs Watson, Mrs Compston, and Miss Stiles; Tying up establishment, Mrs Lee Jones and Mrs Robertson.

IMPORTERS.

[Dr. GIBSON'S.]

Trypanosomiasis is the mysterious sound, and, withal, terrifying name of a disease from which a dog has been found to be suffering by the Colonial Veterinary Surgeon; so owners of canine pets beware!

The above mentioned disease fairly tied the lay members of the Sanitary Board in a knot at yesterday's meeting. At first they took it seriously and tried to dissect the name, but the result was not encouraging and a member was forced to ask the President for an explanation. Dr. Atkinson regretted that there was no vulgar name by which the disease could be described, but, however, 'throw some light on its nature and effect. It would appear that Trypanosomiasis is by no means a common or garden variety of disease, having quite recently come into prominence. Both man and beast is subject to its attack and in Manila it has worked considerable havoc amongst the live stock. Let us hope that prompt measures will be taken to stamp it out in Hongkong, for we already have quite enough different varieties of disease, and who can imagine a man, much less a small puddle, surviving an attack of Trypanosomiasis?

Is the queue doomed? That is the momentous question which is receiving a good deal of consideration at the hands of the thinking section of the Chinese community at the present moment. Whether the wholesale 'lopping off' of this appendage, which has been looked upon as one of the main characteristics of the sons of the Celestial Empire for so many generations, is imminent or not, it is hard to say, but certainly there is a feeling abroad that it has outlived its usefulness. Chinamen who have travelled over that the queue has attracted towards them rather more attention of an undesirable kind from small boys and others, than is compatible with the comfortable pursuit of either business or pleasure, and since the Emperor has declared against it, even at home its desirability is beginning to be questioned.

In Hongkong a band of about 100 Chinese are said to have resolved to cut their hair, and will, probably, soon be seen with what is left parted down the middle to maintain their balance. Anyhow, it would spell the future of the nation from a picturesque point of view, and snapshot artists should lose no opportunity of laying in a stock of photos while there is still time. Ah King, of the shipway, has taken the desperate step, and the other day declared that he would soon be 'European'. No doubt Ah King will convey to his friends what it feels like to be 'European', and the probability is as soon as they begin to realise the saving of trouble that they will have there will be a wholesale shedding of appendages. There should be an excellent opportunity for some enterprising individual desirous of opening a hair-removal factory. Ah King, by the way, innocently remarked, 'I keep this queue for a curio.' Ah King did not intend to pun.

Golf is undoubtedly a rather fine game and for pedestrian exercise would take some beating, but a good deal depends on the fellow who is handling the stick. The other day some 'boys of the bull-dog breed' were watching several citizens putting in some practice at St. Mary's Valley and the game was worth watching. One of the citizens was lashing out in a particularly free and easy manner, and after several fruitless efforts succeeded in hitting the ball a mighty swipe calculated to send it out to sea, but for the fact that it brought up in a sailing, waistcoat, and laid him low for a moment. The golfer, who had the golfer again got under weigh, only to drive another ball with the velocity of a shot from a six pounder fairly between another's shoulders. This seemed to startle the tar and he exclaimed in a facetious fashion as he retreated for shelter, 'Hi, Mister, I'm not Port Arthur.'

Local dog fanciers will be interested to learn that dog message is quite the correct thing amongst dog owners in European and American cities. To it are attributed some remarkable effects and the coat is arranged on a sliding scale to suit the desires of the customer. The dog is changed so that his best friend would hardly recognise him, while twice that sum will cause wrinkles to appear on a bull dog's face, and for an additional \$1 a professional crook can be arranged in his front foot. Straight tails can be made curly on shortest notice, or vice versa, and the ears can be caused to stand up or lie down at will.

The Australian has acquired a reputation for being a casual sort of an individual and, of course, has to do something to live up to it. In that connection the following advertisement clipped from a West Australian paper is interesting. If there is any woman in this Colony, or any of the other Colonies, married to William Thomas Augustus Cleveland, or has any claim whatever upon the 'ask her to come forward and claim me by answering the advertisement.' A man who has to advertise to see whether he has unconsciously committed matrimony or who fears that he may have done so and forgotten the fact, must be a fairly casual sort of a party and would probably sail right into Port Arthur at the present time without noticing that the Russians were firing at him, unless they were skilful enough to bring the matter before his notice by hitting him. Anyhow, he must be a careful man, anyone else might have married first and waited for someone else to remind him of any previous contracts of a similar nature.

A FRIEND IN NEED IS A FRIEND INDEED.—That is exactly what Chamberlain's Cough Remedy is. It is the mother's help when she is suddenly awakened in the night by the ominous husky cough, and labored breathing of her baby. It is the safe resort of youth or adult when he has 'caught cold' and there is something about the throat that gives the invitation and warns the cold. Sold by All Dealers; WATKINS & Co., Ltd., General Agents.

IMPERIAL RIFLE MATCH.

Hongkong To Enter a Team.

Yesterday we stated that it seemed, as though Hongkong was not to participate in the Annual Imperial Rifle Match, organized by the Rupunyup Rifle Association, Victoria.

Since we wrote that paragraph, Mr. M. S. Northcote, the secretary of the local Rifle Association, has received the usual circular from the Rupunyup club. The period for firing is from October 1 to December 31, the other conditions being similar to those of last year.

It is probable now that Hongkong will enter a team, in which case it is to be hoped that the firing will take place early in the day, so that a good light will be had for the whole of the match.

POLLARD'S LILLIPUTIANS.

'The Gaiety Girl.'

The production of that popular military musical comedy 'The Gaiety Girl', as given by the Lilliputians at the Theatre Royal last night, was pretty indeed. The staging was excellent and the stage management so thorough that not a hitch was visible. But that is characteristic of the Pollard's performances. Everything runs as smoothly as possible, and there are never any waits between scenes or any stoppages. The scenery for all the pieces produced is carried with the company and it is all of a high order. The costumes, too, are really handsome, and the effect, combined with the clever acting and the skilful use of coloured limelight, contribute to an entertainment such as is seldom to be enjoyed in Hongkong. It is no wonder that the Lilliputian productions are popular. Last night the gay pigmy actors and actresses were at their best, and especially in a viny and skill seldom equalled by adults. All of the children, those in leading parts especially, performed capably the manna of the Pollard and the Moore girls, and those who took the part of officers being lifelike in the extreme. The conception that these little people have of their parts is simply marvellous, and the effect, combined with the clever acting and the skilful use of coloured limelight, contribute to an entertainment such as is seldom to be enjoyed in Hongkong. It is no wonder that the Lilliputian productions are popular. Last night the gay pigmy actors and actresses were at their best, and especially in a viny and skill seldom equalled by adults. All of the children, those in leading parts especially, performed capably the manna of the Pollard and the Moore girls, and those who took the part of officers being lifelike in the extreme. 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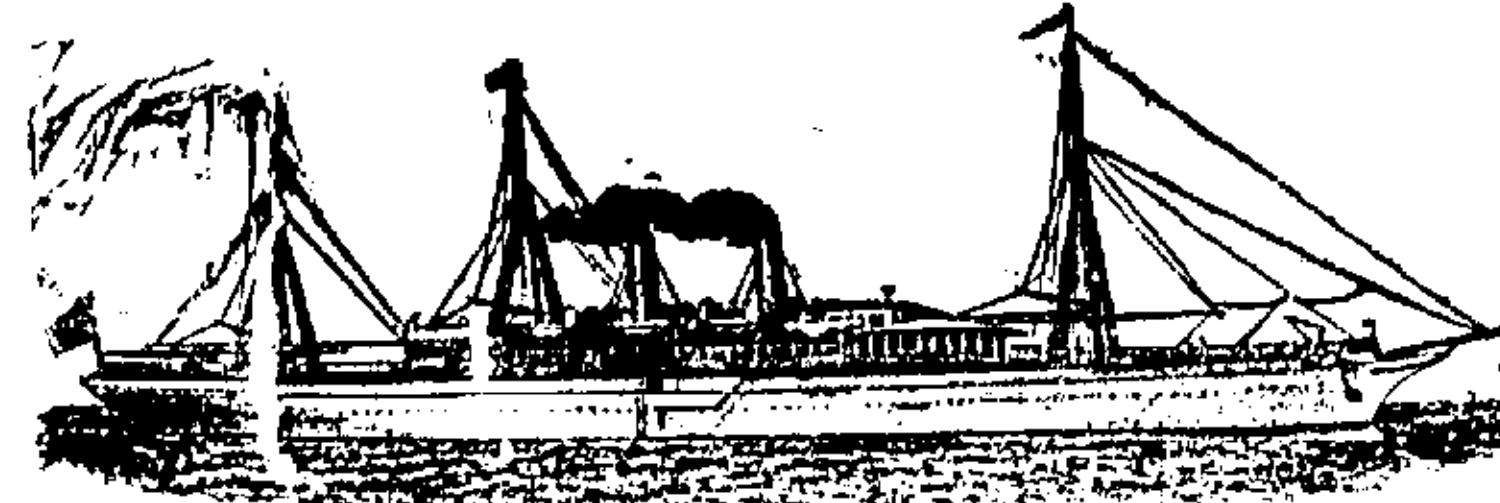
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

PORT	STEAMER	TO SAIL ON	REMARKS
SHANGHAI, MOJI AND KOBE (passing through the Island Sea).	Bancha	About 25th October.	Freight only.
LONDON & ANTWERP, VIA Suez, P. de la, C. de la, and Port Said.	Malacca	About 28th October.	Freight and Passage.
SHANGHAI.	(Hankow)	About 4th November.	Freight and Passage.
LONDON, &c.	Coromandel	Noon, 5th November.	See Special Advertisement.

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 22, 1904.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Express Train Service Steamships—6,000 Tons—10,000 Horse power. Speed 19 knots.
Sailing 5 to 7 Days across the Pacific.

STEAMER	TONS	WEEKDAY	DATE
U.M.S. TARTAR	4425	WEDNESDAY	Nov. 2, 1904.
R.M.S. EMPRESS OF INDIA	6040	WEDNESDAY	Nov. 16.
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY	Dec. 14.
R.M.S. EMPRESS OF AUSTRALIA	3882	WEDNESDAY	Dec. 28.
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY	Jan. 11, 1905.

Hongkong to London, 1st Class, via St. Lawrence £80. via New York £82.
and 1st Class Rail £40. £42.THE magnificent "EMPIRE" STEAMSHIP, passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.For further information, apply to D. W. CRADDOCK, Acting General Agent,
Pudsey Street.

Apply to Hongkong, October 19, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILING FROM HONGKONG, VIA INLAND SEA OF JAPAN,
MOJI, KOBE & YOKOHAMA: FOR

OPERATING IN OREGON RAILROAD & NAVIGATION CO.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, October 14, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY.	FRITHJOF	SUNDAY, 23rd Oct., at Daylight.
FOOCHOW, VIA SWATOW AND AMOY.	TRIUMPH	WEDNESDAY, Oct. 26, at Daylight.
TAMSUI, VIA SWATOW AND AMOY.	M. STRUVE	SUNDAY, 30th Oct., at Daylight.
ANPING, VIA SWATOW AND AMOY.	PROVIDENCE	WEDNESDAY, Capt. C. CORNELIUSSEN, Nov. 2, at Daylight.

ON account of the present state of political affairs, all the Company's new Steamers
have been requisitioned for Transport Service, and the above named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Service.
As soon as the state of Affairs permit the Company will resume running with its special-
ly designed new Steamers.For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
LYRA	4417	G. V. Williams	About Oct. 29

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.The Twin-screw s.s. Shosens and Teykens have just been fitted with very superior
Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply toDodwell & Co., Limited,
GENERAL AGENTS.QUEEN'S BUILDINGS,
Hongkong, October 14, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUK
GLASGOW AND LIVERPOOL	Pyrenus	26th October.
GLASGOW AND LIVERPOOL	Yanotze	29th October.
GLASGOW AND LIVERPOOL	Dardakus	5th November.
GLASGOW AND LIVERPOOL	Ninocow	11th November.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	Pyrenus	25th October.
LONDON, AMSTERDAM & ANTWERP	Machados	8th November.
LONDON, AMSTERDAM & ANTWERP	Jason	22nd November.
GENOA, MARSEILLES & LIVERPOOL	Asakemon	22nd November.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via YANOTZE	Yanotze	1st November.
NAGASAKI, KOBE & YOKOHAMA	Yanotze	1st November.

For Freight, apply to BUTTERFIELD & SWIRE,
Agents.

Hongkong, October 21, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	Yanotze	26th October.
AMOI, MANILA, CEBU & ILOILO	Kaipong	26th October, 4 p.m.
KORE	Tsiran	29th October, 4 p.m.
PORT DARWIN, THURSDAY ISLAND, COORATOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELB ORNE	Tsiran	29th October, 4 p.m.
SHANGHAI	Wosung	29th October.
SWATOW, CHEFOO & TIENTSIN	Kansu	1st November, 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Aust. Jan Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, October 21, 1904.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—
Electric Light—Perfect Cuisine—Surgeon and
Stewardess carried.—All the most up-to-date arrange-
ments for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
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ZAFIRO	2540	R. Rodger	Manila Direct	Oct. 29, at 10 a.m.
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RUBI	2540	R. W. Almond		
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For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, October 22, 1904.

SOUTH AFRICAN LINE OF
STEAMERS.HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to
DURBAN, NATAL

THE following Chartered Steamers will run at intervals of about 3 Weeks—

S.S. SWANLEY	...	Captain J. P. DAWSON.
S.S. COURTEZ	...	" J. W. MARTIN.
S.S. CRANLEY	...	" W. E. STEELE.
S.S. IREAL	...	" M. ROBERTSON.
S.S. ASCOT	...	" C. E. COX.
S.S. TWEDDALE	...	" T. M. MILNE.
S.S. LOTHIAN	...	" J. G. WILLIAMSON.
S.S. INKUM	...	" E. S. PEARSE.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 26, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
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TJIPANAS	JAPAN.	First half of October.	JAVA PORTS.	Second half of October.
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TJILATJAP	JAVA.	First half of October.	JAPAN, VIA SHANGHAI.	Second half of October.
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TJIMARI	JAVA.	First half of November.	JAPAN, VIA SHANGHAI.	First half of Nov.
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The steamers are all fitted throughout with Electric Light, and have accom-
modation for a limited number of saloon passengers, and will take cargo to all Ports
in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the

HEAD AGENCY,
Java-China-Japan Lijn,
ALEXANDRA BUILDINGS.TELEPHONE No. 378.
Hongkong, September 29, 1904.

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship

HAITAN,

Captain ROACH, will be despatched for
the above Ports on TUESDAY, the 25th
October, at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAFRAIR & Co.,
General Managers.

Hongkong, October 21, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

KUMSANG,

Captain E. J. HILL, will be despatched
as above on THURSDAY, the 27th Inst.,
at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, October 21, 1904.

AUSTRIAN NAVIGATION
LLOYD'S STEAM
COMPANY.

STEAM FOR

FIUME AND TRIESTE Direct, Calling at

SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ AND
PORT SAID.

(Taking cargo at through rates to the

BRAZIL, to SOUTH AFRICA, RED SEA,
BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship

TRIESTE,

Captain MISTROVIC, will be despatched
as above on SATURDAY, the 29th Inst.,
p.m.This Steamer has capital accommodation
for Passengers, Electric Light and carries
a Doctor.For information as to Passage & Freight,
apply toSANDER, WIELER & Co.,
Agents.

Hongkong, October 4, 1904.

STEAMSHIP SERVICE TO NEW
YORK, via PORTS and
SUEZ CANAL.

THE Steamship

KENNEBEC,

will be despatched as above on or about
SATURDAY, the 12th November, 1904.For Freight and further information,
Apply toSTANDARD OIL COMPANY
OF NEW YORK,

Oriental Freight Department.

Hongkong, October 13, 1904.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

EMPIRE,

Captain P. T. HELMS, will be despatched
for the above Ports on WEDNESDAY,
the 10th November, at Noon.This well-known Steamer is specially
fitted for Passengers, and has a Refrige-
rating Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, October 13, 1904.

BEN LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship

BENALUER,

Captain MELNICK, will be despatched as
above on or about SATURDAY, the 19th
November.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, October 21, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG,
STEAMERS TO SAIL 1904.

ST HUGO About Nov. 25.

SHIMOSA About Dec. 18.

For Freight and further information,
Apply toDODWELL & CO., LTD.,
Agents.

Hongkong, October 21, 1904.

Not Responsible for Debts.

NEITHER the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew of
the following Vessels during their stay in
Hongkong Harbour.FORWARD DASH, British Steamer, Captain
H. Nall—Bradley & Co.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office—Price, \$1 each.
Curry Mart Office.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.'S
STEAMER SIMLA.FROM BOMBAY, COLOMBO AND
STRAITS.CONSIGNEES of Cargo by the above-
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the HONGKONG AND
KOWLOON WHARF and GODOWN COMPANY'S
Godowns at Kowloon, where each consignment
will be sorted out Mark by Mark, and
delivery can be obtained as soon as the
Goods are landed.This Vessel brings on Cargo—
From LONDON, &c. ex s.s. Macedonia.
From PERSIAN GULF, ex s.s. B. I. S. N.
and B. and P. S. N. Co's steamers.Optional goods will be landed here un-
less instructions are given to the contrary
before 4 P.M. To-P.Goods not cleared by the 29th Inst.,
at 4 p.m., will be subject to rent.No Fire Insurance will be effected by
us in any case whatever.Damaged packages must be left in the
Godowns for examination by the Con-
signees and the Co's representatives at an
appointed hour. All claims must be pre-
sented within ten days of the steamer's
arrival here, after which date they cannot
be recognised. No claims will be admitted
after the goods have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, October 21, 1904.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP LYRA.

FROM TACOMA, SEATTLE, VIC-
TORIA, YOKOHAMA, KOBE,
MOJI AND SHANGHAI.THE above Steamer having arrived, Con-
signees of Cargo are hereby requested
to send in their bills of Lading for coun-
tersignature and to take immediate delivery of
their Goods from alongside.Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.No Fire Insurance will be effected by
us in any case whatever.DODWELL & CO., LTD.,
Agents.

Hongkong, October 14, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.THE Company's Steamship Kumsang,
having arrived from the above Ports,
Consignees of cargo by her are hereby in-
formed that their goods will be delivered
from alongside.Cargo impeding the discharge or re-
maining on board after 4 p.m. the 21st
Inst., will be landed at Consignees' risk
and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, October 19, 1904.

HONGKONG-MACAO LINE.

S. S. WING CHAI.

CAPTAIN T. AUSTIN, R.N.R.

THIS Steamer departs from HONGKONG
on Week Days at 7.30 A.M., and on
Sundays at 8.30 A.M. Departs from MACAO
on Week Days about 2 P.M., and on Sun-
days at 6.30 P.M.FARES—Week Days 1st Class, including
cabin and servant, Single \$3. Return
Ticket \$5. 2nd Class \$2. 3rd Class \$1.50.Every Sunday will be an Excursion at the
following rates—1st and 2nd Class Single
Ticket \$1. Return \$2. 3rd Class, Single
30 Cents, Return 50 Cents, Steerage 10 Cts.Tiffin and Dinner can be supplied either
on board, or at the Macao Hotel, for return-
ing Passengers only, at an extra charge of
\$2. On Sundays, Passengers desiring to have
a Private Cabin which has accommodation
for two or more passengers, will be charged
\$3.00 extra.First-class Passengers who do not care
to return on the Excursion Sunday, will be
allowed to do so the following day (Mon-
day) on production of the Return Ticket.
Should the Steamer not run on the
Monday, owing to the Boiler Cleaning, dis-
count will be given by the Captain, and the
Half Ticket will be available for the follow-
ing day. The Ship is fit throughout by
Electricity.The Steamer's Wharf at Hongkong is at
the Western end of Wing Lok Street.MING ON & CO.,
2nd Floor, 16, Victoria Street.

Hongkong, October 19, 1904.

THE COMMERCIAL LAW AFFECT-
ING CHINESE.With Special Reference to
PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN
HONGKONG.

(Reprinted from the China Mail.)

For Sale at the China Mail Office,
Price \$1.00.

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further
notice, to Book Cargo and issue Bills of
Lading to SEATTLE, WASH., VIC-
TORIA, B.C., and PACIFIC COAST
PORTS, also to OVERLAND POINTS
in the UNITED STATES and CANADA

—	—	—	10	★
—	—	—	4	★
—	—	—	3	★

H. A. JOHANSEN
Living Representative of Maritime

